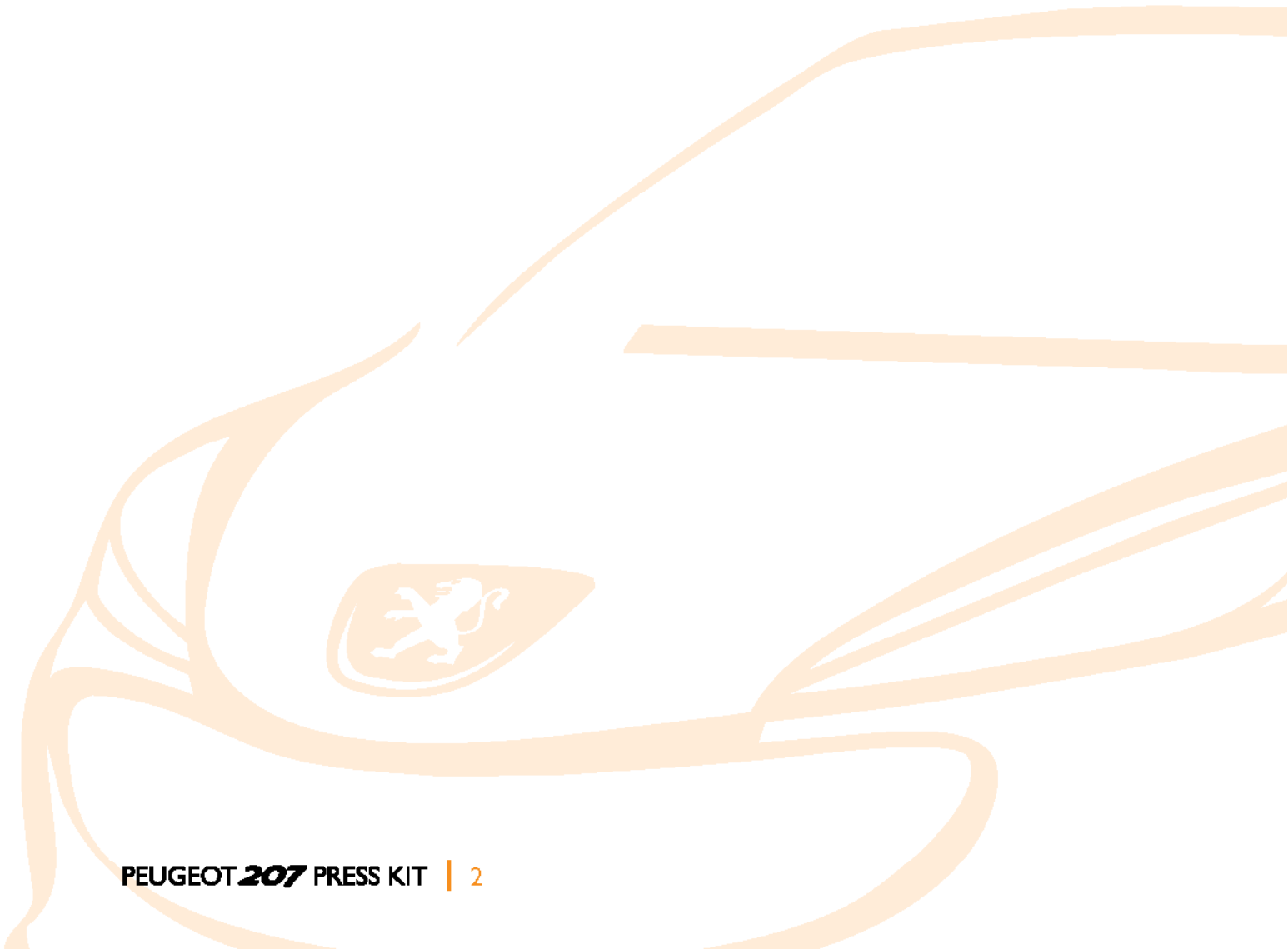
PEUGEOT 207 PRESS KIT

207

PEUGEOT



THE NEW PEUGEOT 207

- Commercial Launch at the Melbourne International Motor Show
- On sale mid March
- Available with five engine options
- Initially launched as a 3 and 5 door hatchback
- First Peugeot model to be fitted with the new PSA / BMW Group joint venture engines
- Succeeds but does not replace the Peugeot 206 internationally – best selling Peugeot ever

THE PEUGEOT 207

Peugeot is pleased to announce the introduction of the 207, the newest member of the legendary 2 series dynasty, which has seen over 13.2 million cars produced since the launch of the 201 in 1929.

When the Peugeot 206 replaced the legendary Peugeot 205, nobody could have known what a success it was going to be. With over 5.5 million Peugeot 206's produced, it has become the best selling Peugeot ever.

The next chapter in the Peugeot 2 series is now here with the launch of the Peugeot 207 and it continues to build on the three key strengths of the previous models: visual appeal, strong personality and exemplary road holding.

The launch of the 207 in Australia in mid-March 2007, recognises that the choice of buying a small car has now evolved from choice by default, to that of a genuine preference. This evolution has seen a growth in the light and the small segments of the market, to the detriment of larger cars.

The 207 is based on Peugeot's platform one, which it shares with the innovative Peugeot 1007 and was designed in house by Peugeot's own stylists. The Peugeot 207 has a unique appearance with a blend of soft curves and bold contours which together, create an elegant car whose exterior style, however, still retains a recognisable visual link to the Marque's other models.

Boasting engines developed by PSA and the BMW Group, the 207's petrol engine line-up will no doubt excite, featuring two variants of a 1.4, a naturally aspirated 1.6 and also a 1.6 high-pressure turbo version at launch. Rounding out the range will be a segment defining 207 diesel model, equipped with a 1.6 litre HDi engine featuring a particulate filter as standard.

The Peugeot 207 will be in Dealerships by mid March, 2007.

THE PEUGEOT "20…" SERIES, A BRIEF HISTORY

Today, almost 13.2 million "20…" series vehicles have been produced and, at this point in Peugeot's history, they account for almost 30% of Peugeot's total production (28.8% precisely). The majority of this production has also occurred over the last twenty years – 1986 to 2006.

So how did this amazing series of vehicles begin?

THE PEUGEOT 201…

It was in 1929 at the Paris "Motor Show" that the dynasty was born with the Peugeot 201. It was the first Peugeot to feature the now unmistakable three digit numbering system and it prompted the company to register the use of a central zero as a trademark.

Available in three body styles: saloon, tourer and cabriolet, it was also to start the trend of innovation, as the first mass produced car to be fitted with independent front suspension and automatic windscreen wipers. 142,309 201's were produced before production ceased in September 1937.

THE PEUGEOT 202…

The Peugeot 202 first appeared in February 1938 when annual production at the firm's Sochaux plant reached 50,000 units (a quarter of the national output). Production was interrupted over the war years but commenced again in 1946 at a rebuilt Sochaux factory which had suffered as a result of the German occupation and allied bombing campaigns. With its reputation for reliability and economy (40 mpg) the 202 continued in production until 1949, when 130,000 examples had been produced.

THE PEUGEOT 203...

The Peugeot 203 was unveiled at the Paris "Motor Show" in October 1948. Despite the 202 continuing in the immediate post war years, the latest offering provided a new concept. Ideal for families, the 203 developed into a range of vehicles, a saloon with an opening roof, commercial vehicle, a cabriolet, an estate and a family car. Faithful to the sporting spirit of the marque, the 203 represented the marque in many rallies such as the Paris – Le Cap – Alger – Paris rally in 1951 and in various other events such as the Monte Carlo – Mille Miglia ....

To keep in the "numbers" game, in 1952 the 203 enabled Peugeot to break the barrier of one million cars produced since it started manufacturing cars.

The third generation of the "20..." series, with 685, 828 examples produced, almost became Peugeot's first 4x4 with a very brief excursion to become a military light reconnaissance vehicle. It ceased production in 1960.

THE PEUGEOT 204...

In 1965, Peugeot launched the 204 with a body designed by Pininfarina and front wheel drive with a light alloy engine and an integral transmission lubricated by the same oil as the engine.

In 1967, the 204 was fitted with the world's smallest diesel engine at 1200 cm3, starting a trend for small diesel cars which continues today. The 204, however, could have joined the Peugeot "30..." series as it weighed only 20 kg less than the 304 which used largely the same platform as the 204.

The range, consisting of a saloon, estate, coupé and cabriolet was the most popular car brought in France in 1970 and 1971 and, when production ceased in 1976, 1,604,296 vehicles had been produced.

THE PEUGEOT 205...

In February 1983, the Peugeot 205, an in-house design, was unveiled to the world after it had been chosen over a design submitted by Pininfarina. The 205, a "sacred number" would be replicated 5,278,000 times over the next fifteen years, as a three and five door hatchback, CTi "cabriolet", GTi and the Turbo 16, a double winner in each of its sporting adventures in the World Rally Championship and the Paris-Dakar long-distance rally.

It ceased production in 1999.

THE PEUGEOT 206...

Like the 205 in its time, the 206 introduced a new style with the start of the "feline" look, now common on all Peugeot models. It gave the Peugeot range a new stylistic identity and became the best selling retail car in the UK for three consecutive years.

The 206 continued the "20..." series and, since its launch in 1998, has become the "most successful number" of all with more than 5,407,177 examples already built. Available as a three and five door hatchback, practical SW, Coupé Cabriolet and van. The 206 range has now also been extended with the recently unveiled "6th silhouette", the 206 Sedan, which will begin its international career this year.

So successful has the 206 been as a world car that production will be extended from the current six production sites around the world, to seven with the start of production of the vehicle in China. This will enable the car to continue its fantastic career for many years to come.

THE PEUGEOT 207...

Internationally, the new Peugeot 207 will be sold along side the current 206. It is a car for a new generation of customers and not as a replacement for the 206. It is an alternative car with a strong and expressive character that promises to put the fun back into driving.

206–207 MODEL COMPARISON SUMMARY

	206	207	
Length	3830 mm	4030 mm	+ 200 mm
Width	1655 mm	1720 mm	+ 65 mm
Height	1416 mm	1472 mm	+ 56 mm
Wheelbase	2443 mm	2540 mm	+ 97 mm
Track Front	1437 mm	1475 mm	+ 38 mm
Track Rear	1428 mm	1466 mm	+ 38 mm
Kerb Weight Range	1025 – 1130 kg	1138 – 1253 kg	113 – 123 kg
Fuel Tank Capacity	50 litres	50 litres	
Front Suspension	Pseudo McPherson Strut with linked Anti roll bar	Pseudo McPherson Strut with linked Anti roll bar	
Rear Suspension	Independent trailing arms with transverse torsion bars	Torsion beam with vertical shock absorbers and coil springs	
Power Steering	Hydraulic – Electro Hydraulic	Electric	
Steering Column Adjustment (Height / Depth)	35 mm height adjustment only	40 / 40 mm	+ 5 mm height / + 40 mm depth
Turning Circle (Kerb To Kerb)	9.85 – 10.5 m	10.40 – 10.60 m	0.55 – 0.1 m
Front Brake Disc Diameter	266 – 283 mm	266 – 283 mm	
Rear Brake Disc Diameter	247 mm	249 mm	+ 2 mm
Wheel Diameter	14" / 15" / 16" / 17"	15" / 16" / 17"	
Total Glazed Area	2.96 m^2	3 m^2	+ 0.04 m^2
Front Seat Slide Movement	220 mm	230 mm	+ 10 mm
Front Headroom	889 mm	899 mm	+ 10 mm
Maximum Front Interior Width	1366 mm	1446 mm	+ 80 mm
Rear Headroom	850 mm	854 mm	+ 4 mm
Rear Seat Height	310 mm	325 mm	+ 15 mm
Maximum Rear Interior Width	1362 mm	1424 mm	+ 62 mm
Interior Length	1640 mm	1675 mm	+ 35 mm
Boot Capacity (Under Parcel Shelf)	245 dm^3	270 dm^3	+ 25 dm^3
Maximum Boot Capacity Rear Seats Folded	1130 dm^3	1195 dm^3	+ 65 dm^3

THE LIGHT CAR SEGMENT

The share of the 'B' car segment in the European car market has grown from 31 to 33 % between 1998 and 2005 and is set to increase by the same amount over the next five years.

During the same period, thanks to the success of the 206, Peugeot has seen its sales in the European B segment increase by 85%.

In Australia, the 'Light' car segment has been growing steadily over the past few years, and in 2006 was up 21.1% compared to 2005. Of this, the 206 held a 43.2% market share of the 'Light > $25k' segment, with the closest rival with only 18.3% share.

The segments, both in Europe and Australia however, have evolved over the last three years as the needs of customers have changed due to our ever changing society.

There is:

- an increase in the number of people living alone,
- an increase in the number of young, single people at work and living with their parents,
- an increase in the number of active older citizens as a result of a lower retirement age,
- an increase in the number of "extended" families,
- the need for more than one car per household to cater for the independent activities of different family members.

Due to these changes, the purchase of a small car has now become a genuine choice, to meet a genuine need and desire and is no longer a choice by default. Customers, however, expect to still find many of the values and features found on higher segment vehicles, which has lead manufacturers to develop a wider range of cars and many varied body styles.

Peugeot has recognised these trends and as such, has expanded its range of cars in the segment, first with the 107, 1007 and 206, and now with the introduction of the new Peugeot 207.

THE 207

Designed in-house by the Peugeot Style Centre, the 207 has an expressive and powerful shape that creates a sense of movement.

The design of the front of the vehicle mirrors Peugeot's new visual identity with a single air intake framed by large sleek high-tech headlights. The large front panel in front of the short bonnet is available in two different styles and can be combined with front fog lights, creating two individual "looks": "Classic" and "Sport".

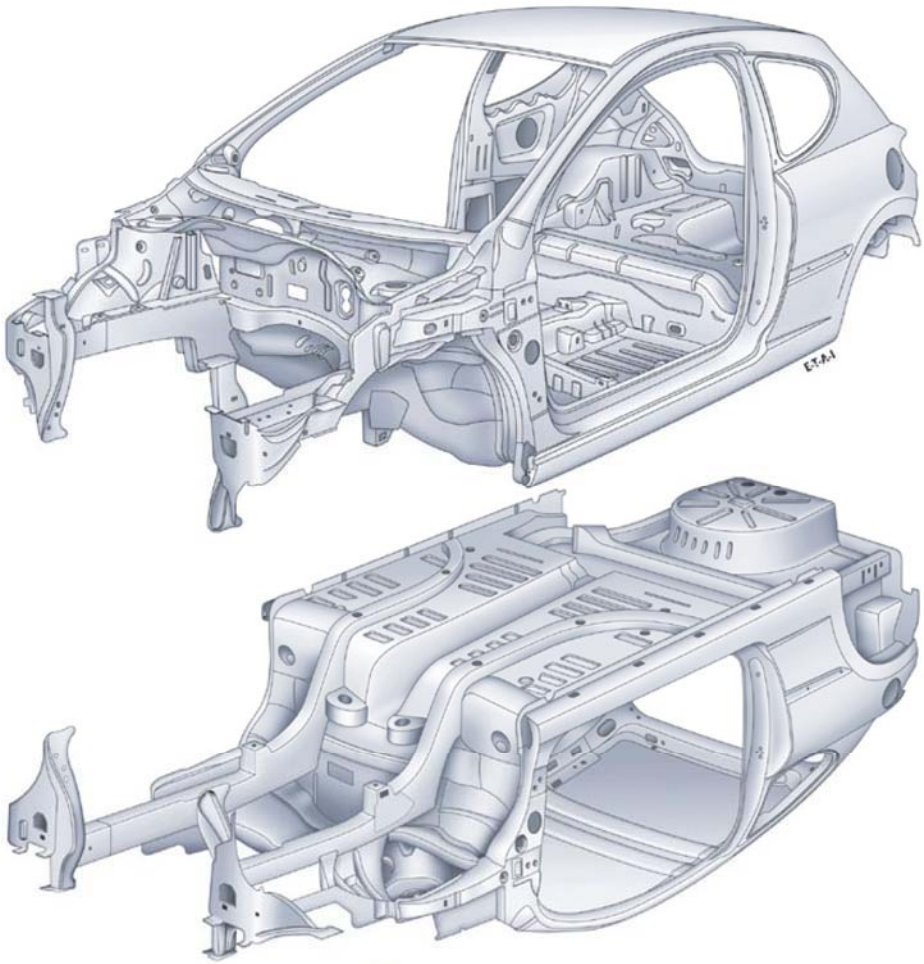
The ***Classic styling*** with its softer lines creates an elegant appearance, and is found on the 207 XR models.

The more dynamic appearance of the ***Sport styling*** is combined with circular fog lights mounted in chrome surrounds, which is adopted by the remainder of the 207 range.

The 207s dynamic triangular profile has a very low waistline, "sculpted" wheel arches and "flag" type door mirrors with direction indicators built into their base, leaving the large wheels to accentuate the car's overall elegance.

The design of the rear, with its delicate curves and rear lights which have a stylish diode-effect, creates an expression of size and strength. Helping to tell the styles apart, the rear exhaust pipe is shielded by the rear bumper skirt on the XR versions, and is visible and chrome-plated on the XT and GT versions.

ARCHITECTURE



The 207 is designed on PSA Peugeot Citroën's number "1" platform, which has undergone a number of modifications to ensure it meets the 207's objectives of comfort, dynamic performance and safety.

To maintain the stylistic balance, a number of changes have been made to the platform for the 207 resulting in the following dimensional changes:

- a **length of 4.030m** (200mm longer than the 206)
- a **wheelbase of 2.540m** (an increase of 80 mm compared to the platform's "standard" wheelbase), enhancing road holding, active safety and interior comfort.
- a **front overhang** limited to **829mm** and contributing to the passive safety of both occupants and pedestrians alike.
- a **rear overhang of 661mm** guaranteeing optimal performance in terms of repairability and the result of an entirely new design of the rear architecture with a spare wheel well in the boot floor.
- a **width of 1.720m** enhancing passive safety and ensuring a wider interior space.
- a **height of 1.472m** which contributes to the car's dynamic appearance and styling, whilst giving complete freedom to "seat" occupants in the most ergonomic way possible.
- **Increased width of the front and rear tracks** an increase of 30mm compared to those of the standard platform on which it is designed enhancing, in particular, the driving experience and vehicle dynamics:
  - **front track: 1.474m**
  - **rear track: 1.469m**
- **Larger diameter wheels fitted** with 185/65R15, 195/55R16 and 205/45R17 tyres with an average diameter of 620 mm adding to the dynamic styling.

MATERIALS AND RECYCLING

Peugeot's concern for the environment has been reflected in the design of the 207. Careful consideration has been given to the impact of its components on the environment and the ease of recycling was a key priority.

Five major categories make up 98 % of the 207's weight:

- metals 69 %
- plastics 17 %
- fluids 5 %
- rubber 4 %
- glass 3 %

This allows a rate of recycle-ability of 85.2 % and a rate of material recycling approaching 96%.

To make it easier to clean up vehicles at the end of their useful life, the low points of the different reservoirs are all marked.

Electronic units (particularly those triggered by an explosive device) are easy to de-activate to ensure the safety of personnel responsible for processing scrap vehicles.

Disassembly manuals have been produced for use by breakers to optimise the recycling of materials.

All plastic and rubber parts are marked precisely to facilitate sorting by category with multiple markings on larger components to avoid loss of information.

Finally, the use of recycled materials in the creation of certain non-visible parts has been applied wherever possible.

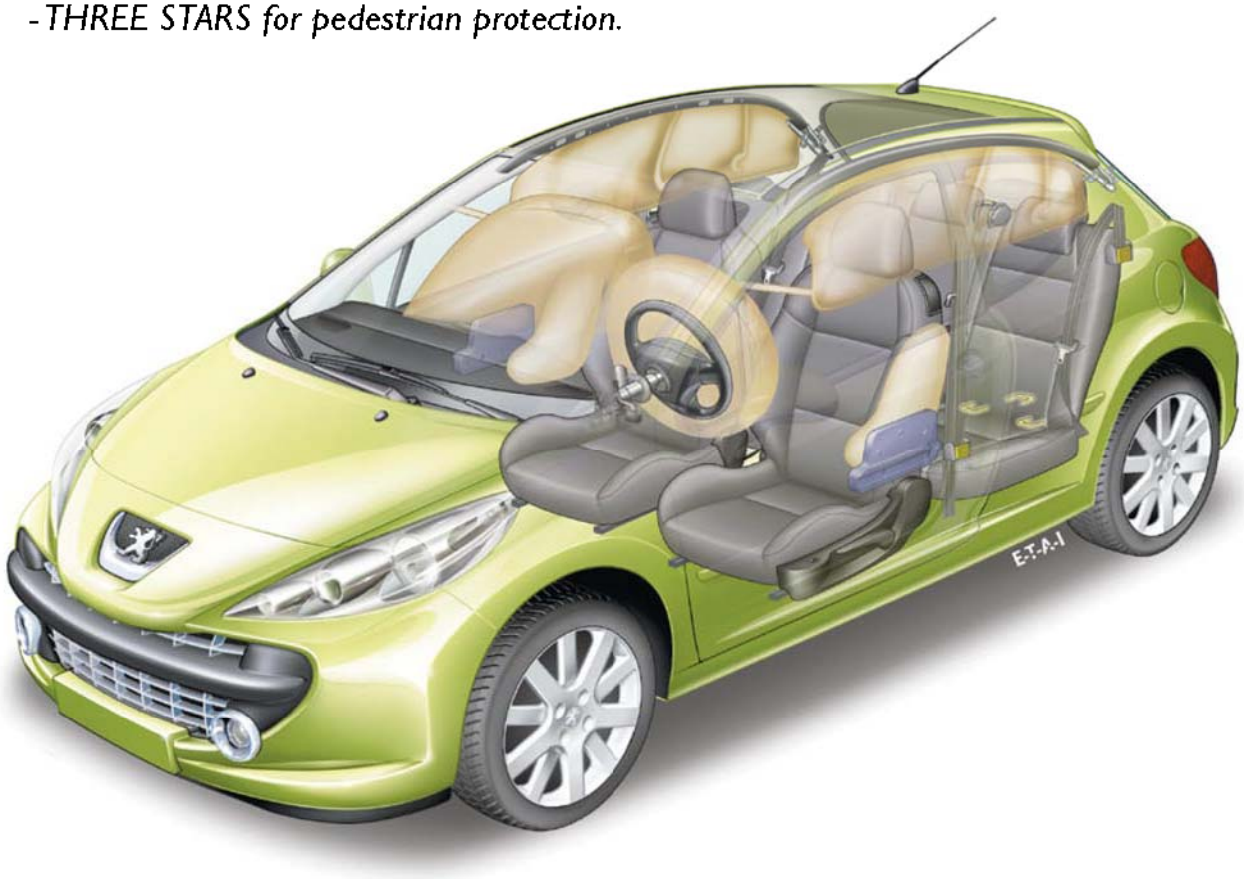
SAFETY AND SECURITY

Euro NCAP tests have awarded the 207:

- FIVE STARS for adult occupant protection,

- FOUR STARS for child occupant protection,

- THREE STARS for pedestrian protection.

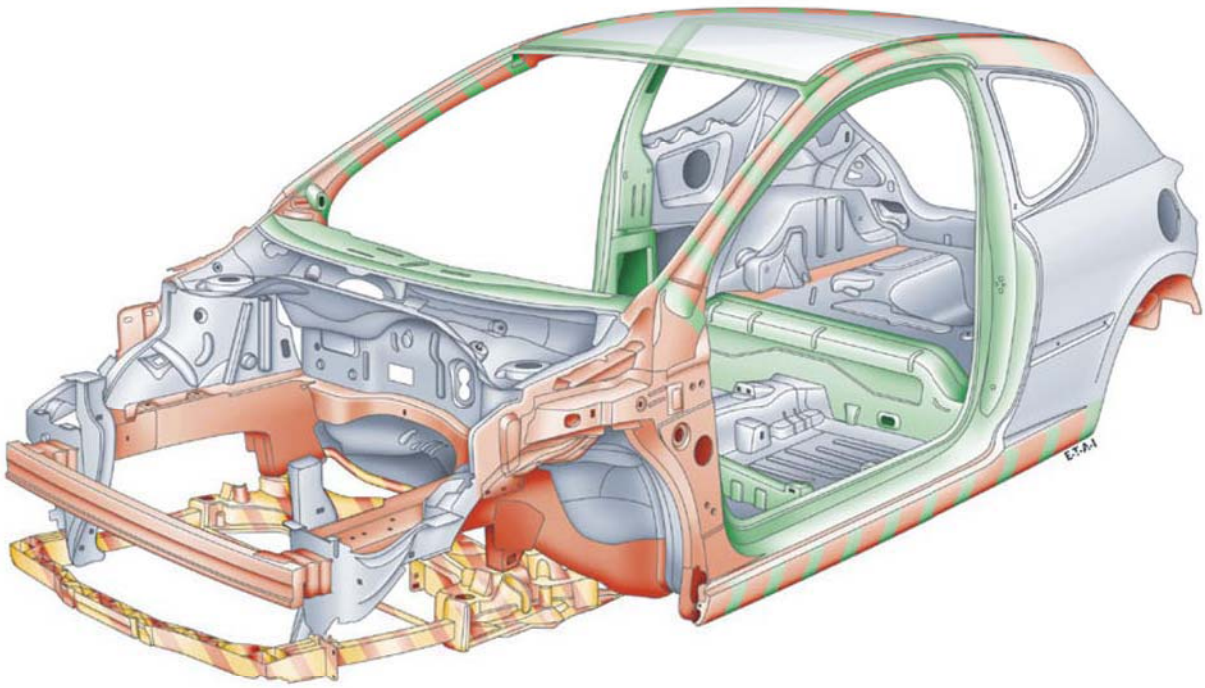


In addition, the 207 is one of the very first vehicles to comply with regulations outlined in the new European Directive concerning pedestrian impact.

The structural design of the 207 has been designed to withstand impact levels even more severe than those applied in regulatory tests.

The 207 borrows from the 407 the use of two impact absorption structures, which absorb and distribute impact energy more efficiently in the event of a collision and also enhance repairability and pedestrian impact protection. This technology is not normally found in B segment vehicles.

FRONT IMPACT PROTECTION



The engine compartment incorporates an additional impact absorption structure – the lower structure – which supplements the traditional upper structure consisting of the chassis legs. Two thirds of the impact energy is absorbed through the upper structure and one third through the lower structure.

This lower structure is created by the use of an extended front sub-frame consisting of a standard sub-frame with added extensions, a front cross member, impact absorbers and a pedestrian impact beam equipped with integral impact absorbers.

In addition, the upper structure and lower structure are interconnected to optimise the rigidity and stability of the assembly.

This front structure sets a new standard in impact absorption strategy. It enhances energy distribution and ensures the car is sufficiently rigid to ensure protection against high-speed frontal impacts, but also supple enough to afford protection to pedestrians, and compatibility in the event of an impact with a lighter vehicle.

In addition, stiffeners connect the rear of the chassis legs to the tops of the 'A' post, thereby reducing the intrusion of the chassis legs into the passenger compartment.

An impactor – a device securing the power train to the front sub-frame – limits its intrusion into the passenger compartment, and the fitment of a steering column that retracts over a distance of 70 mm, completes the impact protection specification.

Similarly, the front passenger's feet rest on a flat surface, the angle of which has been specially determined to limit the consequences of possible sudden movement.

SIDE IMPACT PROTECTION

Protection against a side impact is assured by the design of the body side frame and the superstructure, which absorbs the impact energy and preserves a survival cell for the occupants.

The doors are equipped with a reinforced box section below the window aperture and tubular bracing bars at the bottom of the door structure. This ensures the structural rigidity by creating a solid barrier between the 'A' and 'B/C' posts and the rear wheel arch. Impact absorption padding is also fitted inside the doors.

In addition, 3-door versions are equipped with a retention pin which is located in a "socket" on the rear of the door aperture, ensuring a "physical link" between the door and the B/C post when the door is closed, helping to guarantee optimal strength of the vehicle structure.

EFFICIENT MEANS OF RESTRAINT

AIRBAGS

Two adaptive front air bags with a dual-generator function that can adapt the airbag pressure to the severity of an impact. The driver's side air bag has a capacity of 60 litres and the passenger side air bag a capacity of 90 litres.

Two side air bags each with a volume of 11 litres, located in the sides of the front seats, protect the chest, abdomen and pelvis of the front occupants. They are fitted as standard on all models except the XR variants.

Two curtain air bags each with a volume of 23 litres located along the roof arch and "working" in conjunction with front chest side air bags. Their central positioning helps to protect the chest and upper body of the front and rear passengers. They are fitted as standard on all models except the XR variants.

SEAT BELTS

Five 3-point inertia reel seat belts are fitted:

At the front, two height-adjustable pre-tensioning inertia reel seat belts with force limiters set at 450 daN.

At the rear, two outer inertia reel seat belts with force limiters set at 600 daN and one inertia reel seat belt integrated into the centre seat back to make it easier to locate and, therefore, provide a greater incentive to use it.

The effectiveness of the rear seat belts is also improved by the design of the rear seat base which has a special "raised" profile that affords greater stability to the rear passengers. It also prevents the rear passengers from being subjected to the "submarining" effect, which can occur in the event of an impact.

Audible and visual fasten seat belt warnings are fitted on XT, XE and GT 207s for front and rear passengers. A dedicated information screen indicates if the individual seat belts are fastened or not, through the display of red or green pictograms. For 207 XR models, a visual driver only warning is displayed.

CHILD "ISOFIX" SEAT FIXTURES

All 207s are equipped with two 3-point Isofix mountings on the rear outer seats, each of which can accommodate a child's "Isofix" car safety seat. The seat belts of the passenger seats are, however, long enough to accommodate a traditional child seat, both at the front and in all three rear seats.

PEDESTRIAN SAFETY

The safety of pedestrians was taken into account during the earliest stages of the design of the 207 to ensure its compliance with the new European directive. This forward thinking means that the 207 is one of the first vehicles to comply with the new regulations.

The design of the two front impact absorption structures in the engine compartment helps to reduce injuries to pedestrians in the event of a collision.

The **absorbent padding** on the upper impact beam provides protection to the lower limbs of a pedestrian. While a composite **pedestrian impact beam** with integral impact absorbers is positioned as the final element of the lower structure and designed to push the pedestrian's leg aside to avoid **serious knee injuries.**

The underside of the bonnet has also been designed to provide the maximum possible space between the underside of the bonnet and the "hard" components of the engine bay. This space creates a "survival zone" which provides a protective barrier, protecting the head and body of a pedestrian, as any impact can be absorbed over a large surface area without contact with any of the "hard" mechanical components underneath.

Finally, the headlights are equipped with "fuseable" mountings that "direct" the headlamps to move backwards under the bonnet in the event of an impact.

The "survival zone", combined with the programmed "flexibility" of the headlamp mountings, means that the front structure of the 207 can absorb a high percentage of impact energy, thereby, reducing injuries to pedestrians.

LOCKING AND SECURITY

Locking and security systems contribute to the safety of the 207 and protect the car against intrusion, and include:

- automatic drive away locking of the doors and the boot as soon as the car reaches a speed of 10 km/h (which can also be activated manually),
- remote control central locking
- electric rear child safety locks (5 door models only).
- high security locks
- locking wheel bolts when alloy wheels are fitted
- electronic immobiliser
- three individual vehicle identification number (VIN) markings.

ENGINES, SUSPENSION, STEERING, BRAKES

ENGINES

At launch, the 207 will be available with a range of five engine options.

PETROL ENGINES

Four petrol engines developing a power of 55kW, 65kW, 88kW and 110kW will be available.

1.4 litre – TU3A: 55kW

Combined with a manual 5-speed MA gearbox, this engine provides an excellent balance of driveability and low fuel consumption.

Developed from the TU3JP petrol engine, this engine is equipped in particular with a special thermostat and a "controlled" alternator that allows it to conform to the Euro 4 emission standard.

With a capacity of 1,360cm³, a bore of 75mm and a stroke of 77mm, the TU3A develops a power of 55kW at a moderate engine speed of 5,400rpm and a maximum torque of 120 Nm from 3,300rpm.

The high torque availability at low engine speeds ensures good driving characteristics and reduced fuel consumption of 6.3 litres per 100km for the combined drive cycle, and 150g/km of CO_2.

1.4 litre / 16V - ET3: 65kW

This modern engine with double overhead camshafts and four valves per cylinder is combined with a manual 5-speed MA gearbox offering both dynamic performance and low fuel consumption.

With a capacity of 1 360cm³, the ET3 engine develops a maximum power of 65kW at 5250rpm. The maximum torque is 133 Nm at 3250rpm, but from 2000rpm, 90% of the maximum torque is available.

A variable valve timing (VVT) system is fitted to the inlet camshaft, with timing variations occurring one degree at a time. This improves overall engine efficiency, increases power output and reduces fuel consumption. For example, the combined drive cycle of just 6.4 litres per 100km and 152g/km of CO_2.

PSA GROUP / BMW CO-OPERATION

The new 1.6 litre engines featured in the 207 are the result of the co-operation between PSA Peugeot Citroën and the BMW Group.

The aim of this partnership is to develop engines which are equipped with innovative technologies that offer high levels of performance - with low fuel consumption - at the same time as meeting the cost constraints imposed in the super-mini and medium vehicle market segments.

Each partner has contributed the best of their skill and expertise, whether it be in engine design or in manufacturing processes. The engine is manufactured at the PSA Peugeot Citroën factory in Douvrin, France.

1.6 litre / 16V – EP6DT: 110kW

The EP6DT engine used in the 207 GT has a sixteen valve cylinder head with two overhead camshafts and 4 cylinders displacing 1598cc. It produces a maximum power output of 110kW at 5800rpm.

The choice of a 4-cylinder 1.6 litre engine was made because small turbocharged engines with a high specific power output offer a significant advantage in terms of fuel consumption, over a larger capacity normally aspirated engines.

From design onwards, the specification of the engine was aimed at meeting many requirements:

- Ensure adequate power directly comparable with that obtained with a normally aspirated 2.0 litre engine,
- Provide great driveability, in particular through a high torque output at low engine speeds,
- Reduce fuel consumption and emissions,
- Ensure the engine is compact and light weight, so that it is easier to fit into small vehicles.

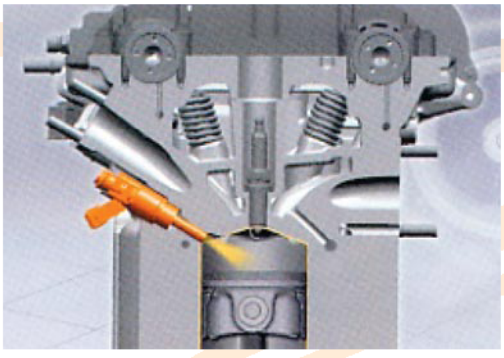
The aim was ultimately to increase the pleasure and driveability experienced of 207 customers but, at the same time, reduce running costs to a minimum.

On this engine, a lot of attention has been paid to the torque output and reducing possible turbo lag. Due to this the engine produces 150Nm of torque from only 1000rpm. The engines maximum torque output of 240Nm is reached at only 1400rpm and remains unchanged up to 3500rpm. In addition, it offers a wide usable engine speed range as the torque is still 220Nm at 5000rpm. In terms of maximum power, the engine produces 110kW at 5800rpm.

Several technological innovations have made it possible to meet these technical challenges, in particular:

- Direct fuel injection,
- Twin-Scroll turbocharger

DIRECT FUEL INJECTION – INCREASES PERFORMANCE



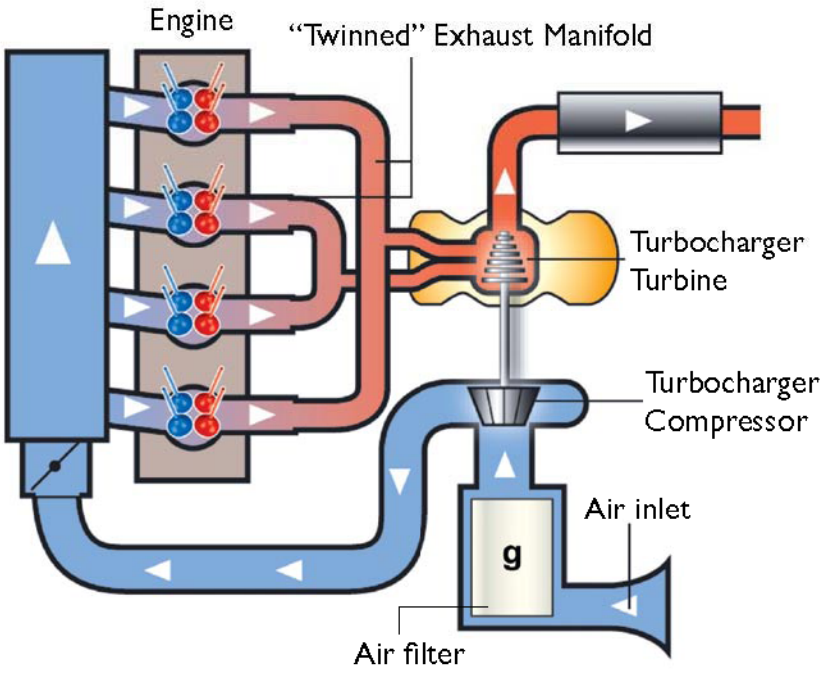
The use of direct injection makes it possible to combine a high specific power output with low fuel consumption. It also gives excellent results in terms of emissions.

A mechanically driven two-piston high pressure fuel pump is fitted on the end of the inlet camshaft and feeds the fuel injectors through a stainless steel fuel distribution rail.

The high-pressure injectors spray the fuel directly and laterally into the combustion chamber at a maximum pressure of 120 bar. As this distributes the mixture evenly inside the combustion chamber, combustion is improved and the overall output of the engine is increased. In addition, direct injection contributes to reducing the quantity of fuel that is incompletely burnt by reducing the proportion of fuel in contact with the cylinder walls.

It should, however, be noted that this turbocharged petrol engine also has a comparatively high compression ratio of 10.5:1.

TWIN-SCROLL TURBOCHARGER – REDUCES TURBO LAG



This is the first time that a Twin-Scroll turbocharger has been used on a 1.6 litre petrol engine. As the name "Twin-Scroll" suggests, the exhaust ports in the cylinder head are first and foremost grouped in pairs ("twinned") in the exhaust manifold and the turbocharger.

This, therefore, combines the exhaust gases exiting from cylinders 1 and 4 and from cylinders 2 and 3. These two columns of "pulsating" exhaust gas arrive in "scrolls" whose combined flow drives the turbo charger's "turbine" to provide the maximum possible boost. This separating of the exhaust gases as they enter the turbo charger also improves the efficiency of the flow of the gases and maximises the available energy to drive the turbo charger "turbine".

The result is a remarkably responsive engine as it starts to "boost" from only 1000rpm. The turbo lag or response time, frequently criticised on turbocharged petrol engines, is therefore drastically reduced. The flow of exhaust gases can accelerate the turbo charger "turbine" up to a speed of 220,000rpm. It simultaneously drives the "compressor" which pressurises the air entering the engine. The maximum turbo charger pressure is limited to 0.8 bars by the turbo charger waste gate.

GEARBOX

The 207 GT uses Peugeot's BE4/5S five-speed manual gearbox. This gearbox is already used in many PSA Peugeot Citroën group vehicles in both petrol and diesel applications. On this new petrol engine the spacing of the gears has been altered to match the new engine, combined with closer gear ratios.

PERFORMANCE

This new petrol engine uses very innovative technology and is capable of making the 207 as dynamic and enjoyable to drive as a car with a larger engine. Its performance is evidence of this as, with just the driver on board, it only takes 30.2s to cover the standing start 1,000m and 8.1s to reach 100km/h from standstill. The maximum speed of 210km/h is achieved in 5th gear.

The innovative technology used in this engine and the high torque output available at low engine speeds helps reduce the fuel consumption to 7.0 litres/100km in the combined cycle with low CO_2 emissions of 166g/km.

1.6 litre / 16 V – EP6: 88kW

With the same capacity, but without a turbocharger, the second BMW/PSA engine, to be offered in the 207 XT and XE models, will also have double overhead camshafts and sixteen valves; however, this engine will be fitted with continuously variable valve timing for the inlet and exhaust valves. As on the other engine, a "switch-able" water pump and "controlled" oil pump help optimise fuel consumption. The maximum power will be 88kW with a maximum torque of 160Nm.

One of its strengths is its very flat torque curve which, even at only 2000rpm results in 140Nm, or 88% of its maximum torque being produced, giving excellent driveability.

This engine also sees the introduction of technology which is a genuine first for a vehicle in the segment. In addition to a variable valve timing system for both the inlet and exhaust camshafts, there is also a variable valve lift system on the inlet valves allowing the maximum valve lift to be adjusted gradually according to the position of the accelerator pedal. The use of this technology removes the need for a throttle butterfly as the engine power is now controlled through the infinite adjustment of the inlet valve lift and intake valve opening times.

In a conventional engine the engine power output is controlled by means of a throttle butterfly. The required amount of air to be drawn into the engine is regulated by the position of the throttle butterfly; however, at certain engine speeds and throttle butterfly positions, the incoming air has to "squeeze past" the partially closed or closed butterfly, reducing the air flow into the engine. The overcoming of this "resistance" results in both a reduction in potential power and also reduces overall engine efficiency but, more importantly, an unnecessary increase in fuel consumption.

The combination therefore of the variable valve timing (VVT) system and the variable inlet valve lift system improves both the engine's efficiency and significantly reduces fuel consumption and, therefore, CO_2 emissions. It also guarantees improved engine responsiveness and greater engine flexibility.

With a combined fuel consumption figure of 6.1 litres per 100km when coupled with a five speed manual gearbox, or 7.0 litres per 100km with the automatic option, CO_2 levels are only 145 and 167 grams per km respectively.

The EP6 engine can be combined with a 5 speed manual or 4 speed Tiptronic Gearbox.

THE "PORSCHE TIPTRONIC SYSTEM" AUTOMATIC GEARBOX

A "Porsche Tiptronic System" automatic gearbox is available with the introduction of the new 1.6 litre, 16v 88Kw petrol engine. This electronically controlled "automatic auto-adaptive" gearbox has four speeds and an electronic control of the gearshift functions. The driver can also select either "sport" or "snow" operating modes. Ability for the gearbox to "lock-up" is present on all gears reducing internal friction and, therefore, reducing drag. The use of this system also reduces fuel consumption which remains quite close to that obtained with a manual gearbox.

"PORSCHE TIPTRONIC SYSTEM" SEQUENTIAL CONTROL

Here, the innovation resides in the gear shift control which acquires a dual function: on the right-hand side, a gate with a PRND pattern and, on the left-hand side, accessible from the "Drive" position, a "Porsche Tiptronic System" with sequential control, offering the driver the possibility of "active" driving. In this position, by pushing the gearlever forwards or backwards it is possible to go "up" or "down" the gears. The system reverts automatically to first gear when the car comes to a standstill. Conversely, as the engine speed increases, it switches automatically to a higher gear before the maximum permitted engine speed is reached, in order to protect engine components.

HDi DIESEL ENGINE

The diesel engine in the 207 follows the "downsizing" policy of the PSA Peugeot Citroën Group, namely reducing the engine capacity and fuel consumption of vehicles while preserving their dynamic performance.

All Peugeot HDi engines benefit from a second-generation common rail **H**igh-pressure **D**irect **I**njection system.

1.6 litre HDi / 16V – DV6 TED4 (DPFS): 80kW

This 1,560 cm^3 engine benefits from advanced technology such as an aluminium engine block, sixteen-valve cylinder head and an injection system with a maximum pressure of 1,600 bars.

Fitted with a diesel particulate filter system (DPFS) as standard, the engine is particularly well equipped from a technology viewpoint. It gives the 207 a level of performance that enhances its road holding abilities.

Developing a maximum power of 80kW at 4,000 rpm and a maximum torque of 240Nm from only 1,750 rpm, it features injectors equipped with six very small diameter apertures ensuring efficient fuel/air mixing, multiple injections per engine cycle and a variable geometry turbocharger.

The variable geometry turbocharger improves engine response and offers an 'over boost' function that allows a temporary increase in torque, increasing from 240Nm to 260Nm.

DYNAMIC ROAD HOLDING

Particular attention has been paid to the key Peugeot values of road holding and driving pleasure, to create a vehicle which will become the reference in the segment, both in terms of driving dynamics and its uncompromising active and passive safety.

THE STRUCTURE

The 207 benefits from an excellent body torsional rigidity of 0.8 mrd / 100 mdaN which, through the effectiveness of the suspension, guarantees both active safety and driving pleasure.

The suspension features numerous developments compared to that of the standard platform "1" vehicle, to ensure the dynamic performance and is characterised by its balance between road holding and comfort.

The widening of the front and rear tracks allows the rigidity of the body to provide greater stability in many different dynamic situations.

SUSPENSION

FRONT SUSPENSION

The McPherson type front suspension has been redesigned to increase the caster angle and improve the steering action and accuracy.

Other key changes include: new wishbones that improve rigidity and steering response, increased anti-roll bar control and a sub-frame that incorporates a new deformable impact structure with a lower pedestrian impact beam.

REAR SUSPENSION

The rear suspension with a deformable cross member is entirely new to ensure the dynamic objectives of the 207 can be achieved and to accommodate the physical characteristics of the design.

It is characterised not only by its compact design which saves weight, but also by the increased rigidity for better vibration and body control.

The fitment of vertically mounted shock absorbers and larger flexible mountings ensures a good compromise between driving pleasure, passive safety and vibration/noise suppression.

Designed and manufactured in-house, the hydraulic shock absorbers use active valve technology to ensure both comfort and optimal road holding.

STEERING

Optimised "brushless" electric power steering enhances the 207's versatility, both in town and on the open road.

This technology makes it possible to modulate the power steering continuously and independently of engine speed, ensuring a smoother transition from high assistance at low speed to reduced assistance at high speed.

It also makes it possible to improve centring around the straight ahead or "zero position", thanks to its low response time and optimised electronic management.

Manoeuvrability is enhanced by a turning circle between kerbs of between 10.4 m and 10.6 m, depending on version.

BRAKING

Braking has been refined in terms of stopping distance, durability and brake pedal feel.

In this respect, all 207s have large brake calipers at the front matched with ventilated discs with a diameter ranging from 266 to 283mm.

Depending on version, the rear brakes are either 228.6mm diameter drums (XR models) or 249 mm solid brake discs.

In addition, all 207s are equipped with an **ABS system** that prevents wheel lock up, as well as **electronic brake force distribution** (EBFD), which allows the full braking potential to be used by delivering the maximum possible braking force to each wheel.

Emergency braking assistance (EBA) and automatic illumination of hazard warning lights in the event of sharp deceleration are additional standard features.

The latest-generation **ESP** (Electronic Stability Program) is fitted as standard on the XE and GT models. This includes **traction control** (ASR) acting on the engine management and on the brakes and **stability control** (CDS) which, by means of a steering wheel angle sensor, yaw speed sensor and lateral acceleration sensor, can detect any incipient under or oversteer.

The ESP can be de-activated to improve traction when driving away on slippery surfaces but, automatically re-activates once the vehicle reaches a speed of 50km/h.

INSIDE THE 207

A refined interior ambience

The elegant **fascia panel**, contemporary and "appealing", traces a long, smooth arc that follows the panoramic front windscreen and the front quarter windows with their triangular shaped glass. Concealing the passenger air bag, the high quality fascia panel is covered by a black thermo-coated soft textured material.

The original instrument panel design is similar to that normally found on motorcycles; it features three individual circular dials, covered by their own non-reflecting glass covers.

At the centre of the fascia, a recessed multifunction display is located as well as two central air vents able to diffuse one of seven fragrances in XE and GT specification. The shape of the recess guides the eye to the streamlined, "high-tech" centre console flanked by two vertical trims featuring the same surface finish.

The door panels accentuate the overall feel and the low waistline with their plunging profile, guiding the eye towards the incoming light from the fixed front quarter light windows.

Comfortable with their padded armrest, richly upholstered and featuring a practical storage pocket (two on the 3-door version), the door panels add to the personality and refinement of the passenger compartment.

Welcoming and luxurious, as if intended for a higher segment vehicle, **the front seats** are constructed on a new, elegantly streamlined frame which makes them particularly rigid and resistant to impact. Their generous foam padding contributes to the car's comfort or dynamic styling and, in the latter configuration, offers more pronounced support for the occupant. The seats have multiple settings that are particularly easy to operate and are equipped with non-collapsing tilting head restraints which are height adjustable. Apart from XR models the head restraints have chrome support rods.

The welcoming design of **the rear seats** ensures both comfort and support. The seats and seat backs are systematically divided 2/3 1/3 and can be folded if necessary.

The central inertia reel seat belt is built into the seat back for easier operation.

AN INTERIOR SPACE DESIGNED TO BE SHARED

With its generous exterior dimensions, longer wheelbase, "low" architecture, forward-positioned front windscreen and meticulously designed interior layout, the 207 is designed to offer its occupants a high level of comfort and convenience. The result is a level of comfort worthy of a higher segment.

THE DRIVER'S SEAT

The driver's seat of the 207 is able to adapt ergonomically to all shapes and sizes. For example, the driver has a steering column that is height and depth adjustable over a distance of 40 mm in both directions, a feature rarely found in this segment level, as well as a generously dimensioned footrest and a longer seat squab. It also slides over a distance of 230 mm and offers a height adjustment of 50mm.

THE PASSENGERS

The generous length of the 207's interior (1,675mm), one of the largest in the segment, enhances the comfort of all passengers.

Occupants of the front seats benefit from a generous elbow width and head room (up to 1,446mm and 899mm respectively). The passenger seat, like the driver's seat, is height-adjustable over a distance of 50mm.

SPACE AT THE REAR

Rear passengers benefit from a seat height of 325 mm (lower than other vehicles manufactured on the same platform but 15 mm higher compared to the 206).

There is ample knee room (knee index 129) and generous space beneath the front seats under which rear passengers can comfortably slide their feet. From the Sport or SE versions, a knee well is incorporated in the front seats. Elbow width and head room is as much as 1,424 mm and 854 mm respectively depending on versions.

The seat reclining lever, ideally placed in the top section of the seat, makes it very easy for passengers to get into the rear seats on 3-door versions.

STORAGE

In the 207, storage spaces are designed to accommodate objects that need to be kept close at hand or retained, as well as those it is better to conceal or protect.

A glovebox with a "lockable" glovebox lid. A bypass duct allows the glove box itself to be air-conditioned.

An open storage area above it can house objects for immediate use.

A card holder (credit card, parking ticket, etc) mounted in the centre console on many versions, ensures they are within easy reach.

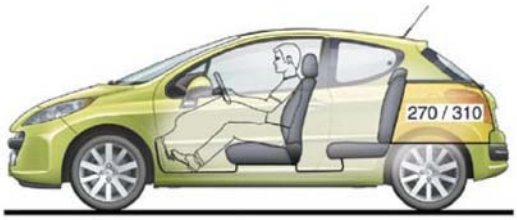
Three storage spaces and two cup holders are located in the long centre console.

An open storage area below the right-hand side of the steering wheel to house objects for immediate use.

Large storage bins in the front doors (two in 3-door versions) and the rear doors can accommodate a 1.5 litre bottle of water or A4 documents.

Storage pockets on the rear of the front seats (except XR models) can accommodate A4 documents.

THE LUGGAGE COMPARTMENT



Echoing the generous interior space, the boot offers excellent capacity thanks to its regular shape and can accommodate two large suitcases. The available volume of 270dm³ VDA under the rear parcel shelf is 25dm³ more than the 206 and corresponds to a volume "by water" of 310dm³.

The wide, low-lying load sill (just 681mm above the ground) makes the boot particularly accessible. Unloading is just as easy thanks to the reduced height between the boot floor and the load sill.

The 207 is equipped with a split, folding rear bench seat (the seat squabs can, however, be raised and removed, and the seat backs folded). Perfect alignment between the boot floor and folded seat backs facilitates the loading of bulky and/or long objects. The available volume to roof height is then around 1 m3 (923dm³ VDA or 1,195dm³ "by water").

If necessary, the rear seats can easily be removed (without the use of any tools), thereby increasing load capacity even further.

The spare wheel is stored in a "well" in the boot floor, out of sight of prying eyes. It is covered by a "rigid" boot floor carpet equipped with a handle and a support strap for easy access.

A number of boot accessories are fitted to help in day-to-day use: a retaining strap, two hooks on which to hang shopping bags, six lashing points and a luggage net.

When bulky items are loaded, the rear parcel shelf is designed to be quickly housed vertically against the rear seat backs.

DRIVING AIDS

A lot of attention has been paid to provide driving aids which add to the comfort and peace of mind of the driver and, thereby, ensuring their safety and that of all passengers in the 207.

SPEED LIMITER

To make driving as stress-free as possible and to help the driver observe speed limits, a **variable speed limiter** coupled with a cruise control function is available as an option on XT, XT HDi, XE and GT models.

A control stalk mounted on the steering column makes it possible, at the touch of a button, to activate or de-activate the functions and determine the reference speed without the driver needing to remove their hands from the steering wheel. All information data is displayed on the instrument panel.

TYRE SURVEILLANCE

An **under-inflation tyre detection system** is fitted as standard on the XE and GT models. The tyre detection sensor identifies any loss of pressure or a puncture and sends the information to the multifunction display. Location of the defective tyre is also indicated on the screen, coupled with the illumination of a pictogram in the instrument panel and an audible warning.

PARKING ASSISTANCE

A particularly sophisticated **rear parking assistance system**, developed from the system fitted to higher segment vehicles is **standard** on the XE and GT models. The remaining distance is indicated by an audible signal and displayed on the multifunction display in the form of bars. The driver can, if required, de-activate the audible signal and keep only the visual assistance if preferred.

ACCESSIBILITY OF CONTROLS

The driver has access to numerous functions with a minimum of fuss.

All 207s benefit from electric windows with control switches mounted on the door panels. The driver's operation panel incorporates a **one-touch safety auto-reverse operation**.

Remote controls under the steering wheel duplicate the controls of the radio.

LIGHTING

The large headlamps with their complex reflector surface and dual lights (H1 + H7) deliver a high-quality, high-performance beam of light, even in bad weather.

On XE and GT models, the use of an H7 elliptical module combined with **static directional lighting** enhances still further the 207's high-tech lighting. This technology, rare at this segment level, makes it easier to identify a pedestrian about to cross the road or a cyclist, when making a turn in city traffic.

Static directional lighting consists of two additional H7 headlights located in the main headlamps; illuminate the inside of a corner over an angle of 30°C. They are activated individually by an electronic control unit (ECU) which anticipates the need for "side lighting" of the oncoming road.

This additional lighting is combined with the main beam or dipped beam when the steering wheel angle sensor registers an angle of between 25°C and 50°C depending on vehicle speed.

Activation of the indicators triggers the directional lighting independently of vehicle speed as soon as the steering wheel angle reaches 20°, projecting a beam of light onto the inside of the bend and the approaches to junctions, even while waiting at a Stop sign. The low height of the "pencil" light beam prevents any glare to oncoming traffic.

The steering column control stalk which controls the operation of the lights has a special position which allows the activation or deactivation of the **automatic illumination of the headlight dipped beam**, standard on the XT, XE and GT models. An optical sensor, located at the base of the interior rear-view mirror, identifies variations in the exterior light levels and controls the automatic activation and de-activation of the headlights.

This light sensor is coupled with a rain sensor so that when it rains, for example, the **front windscreen wipers** and the headlamps are automatically activated at the same time.

CLEAR VISIBILITY IN ALL WEATHERS

At the front, the 207 is equipped with flat rubber blades with a metallic core. The low park position at the base of the windscreen makes them particularly discreet. A special position enables them to be raised when necessary.

On models with automatic headlamps & automatic windscreen wipers, a new 4-position wiper control switch is fitted which includes an "intermittent" and automatic position, to take into account possible variations in the intensity of the rain.

For enhanced rear visibility, the rear windscreen wiper is linked to reverse gear and is activated automatically when the front windscreen wipers are operating.

ENHANCED REAR VISIBILITY

The door mirrors have a large mirrored surface area ensuring excellent vision. They enhance safety when overtaking and during parking manoeuvres.

On XE and GT models, they can be folded electrically, either by means of the remote control plip or manually by means of a dedicated switch incorporated in the electric window control panel.

The electro-chrome interior rear-view mirror adapts automatically to ambient light levels, avoiding glare caused by following vehicles when driving at night. This function is activated by means of a push-button switch; a green LED indicates that the unit is on standby.

The electro-chrome rear-view mirror itself consists of two thin layers of glass (1.6mm) between which a gel is deployed in a few hundredths of a second by means of electrolysis. It is controlled by sensors (cadmium-free) which continuously compare the previous and subsequent light level.

This technology, rarely found at this segment level, is fitted as standard on XE and GT models, enhancing the comfort, safety and status of the 207.

THE PLEASURE OF THE SENSES

INTERIOR BRIGHTNESS

Through the design of its bodywork, the 207 allows light to flood into the passenger compartment. The forward-positioned front windscreen with its large surface area (1.31m^2), a line of intentionally low-lying side windows and additional small front quarter lights, creates a total glazed surface area in excess of 3m^2.

This bright interior can, however, be enhanced further by the fitment of either an **electric sliding sunroof** with a tinted glass panel, or by a **panoramic tinted glass roof,** available as standard fitment on the XE and GT models and as an option on the XT models.

Both "glass" roofs (opening or panoramic) come with an interior blind and are available on 3-door and 5-door 207 versions.

IDEAL TEMPERATURE

An in-depth study was carried out on the circulation of air (or its recirculation) within the 207 and on how to heat and cool it. This research led to the creation of **special air ducts under the front seats.**

A system of air outlet ducts in the passenger compartment diffuses air from outside. Its quality is regulated by a filter that retains pollen and other airborne particles. An air recirculation control completely isolates the passenger compartment from the outside air when necessary.

A 1,000 watt resistor, placed in front of the heater matrix on versions powered by HDi Diesel engines, accelerates the temperature build-up in the passenger compartment (the excellent thermodynamic efficiency of the HDi engines makes them very heat efficient).

Two different **air conditioning** systems are available – manual or dual zone air conditioning with climate control – according to version. Both have an externally controlled compressor that compares the ambient temperature with the required temperature and, therefore, prevents over cooling of the air, reducing the load on the engine and, thereby, reducing average fuel consumption.

The air conditioning system also includes a control duct in the glove box which makes it possible to keep drinks cool, for example, when the outside temperature is high.

A "Dual-zone" air conditioning with climate control system is fitted as standard on the XE and GT models. It allows the driver and front passenger to control their temperature and airflow distribution independently. It is combined with a sun sensor located on the fascia panel which anticipates the effects of a period of intense exposure to the sun or, conversely, the passing through of a tunnel, in order to temporarily correct the reference temperature level.

This system offers new possibilities for insulating the passenger compartment from the outside environment. For example, when the windscreen washers are activated, the exterior air inlet closes automatically to prevent the odour from the windscreen washer additive being drawn into the car.

On all 207s, a filter combined with active charcoal insulates the passenger compartment from certain hydrocarbon odours and certain exhaust gas particles.

An **athermic front windscreen** is also fitted as standard on all models except the XR. With a reflective power in excess of 30 %, it reduces the temperature build-up in the passenger compartment and optimises the efficiency of the air conditioning.

Two non-reflecting areas located on either side of the interior rear-view mirror allow dialogue between toll-road or car park transponders and outside receivers.

ACOUSTIC COMFORT

The acoustic quality of the 207 would meet the requirements of a higher segment vehicle.

The excellent structural rigidity of the 207 (0.80 mrd for 100 mdaN) allows noise and vibration to be controlled at their source. Considerable work was also carried out on the aerodynamics of the body shape and equipment. Seals, baffles and absorbent screens insulate the passenger compartment from road and engine noise and all potential sources of noise were tracked down and minimised, or cleverly "disguised". The result is a pleasant interior atmosphere enhancing user-friendliness, which can be personalised thanks to the in-car entertainment or telematics systems developed for the 207.

THE SCENTS OF ITS FRAGRANCE DIFFUSER

An original feature offered by the 207 is the **fragrance diffuser**, fitted as standard on the XE and GT models. It scents the passenger compartment according to a patented process.

Discreetly incorporated into the fascia panel in front of the two centre air vents, a cylindrical fragrance cartridge is connected to a dual-function control. This control releases fragrance with the selected intensity by means of the two central air vents, or can stop the release at any time without the need to remove the cartridge and with no loss of air quality or "air flow".

Each cartridge is both very easy to install (by means of a very intuitive twist action) and is accompanied by an integral lid allowing it to be resealed after removal from the fascia panel. It is, therefore, very easy to change between fragrances and keep units that have been already opened for later use.

A box containing two fragrance cartridges selected by the user is offered on versions equipped with the fragrance diffuser. Seven fragrances are available from the Peugeot network:

- ✓ Lime Fresh
- ✓ Vanilla Spirit
- ✓ Peppermint
- ✓ Orange Blossom
- ✓ Tropical Mango
- ✓ Tender Jasmine
- ✓ Pure Sensation (helps to remove smoking odours)

This range of fragrances was developed in partnership with a French perfume specialist and adapted for the automotive environment by Peugeot's laboratories. These superior quality products are environmentally-friendly and completely harmless.

COMMUNICATION

A single CD car radio (RD4) with an output of 4 x 15 W is combined with six speakers. It is standard across the range and in all models apart from the XR is compatible with MP3 formatted CDs.

A hands-free "Bluetooth" phone kit is available as an option on XT, XE and GT models. This system allows the car to "recognise" a "Bluetooth" mobile phone present in the car, take over its main functions and transfer them to the car. With information shown on the multifunction display, drivers can use their mobile phone without handling it, via the remote radio controls mounted on the steering column, the car's speakers and the microphone located in the roof console.

A five CD auto-changer mounted in the centre console under the radio / CD player is available as an option.

THE 207 GT - ENHANCEMENTS

As road holding and driving enjoyment are part of Peugeot's traditional values, special attention has naturally been given to guarantee all 207s are a dynamic benchmark but with no safety compromises.

It was planned to fit this completely new engine from the start of the design of the 207. Therefore, only a few special modifications have been necessary to the 207 to install the 1.6 litre 16v turbo engine.

SUSPENSION

Like all 207s, the front suspension consists of a pseudo McPherson type strut assembly and for the rear suspension a torsion beam. This design ensures both low weight and compact overall dimensions, whilst still ensuring considerable rigidity, which reduces noise and ensures good body control.

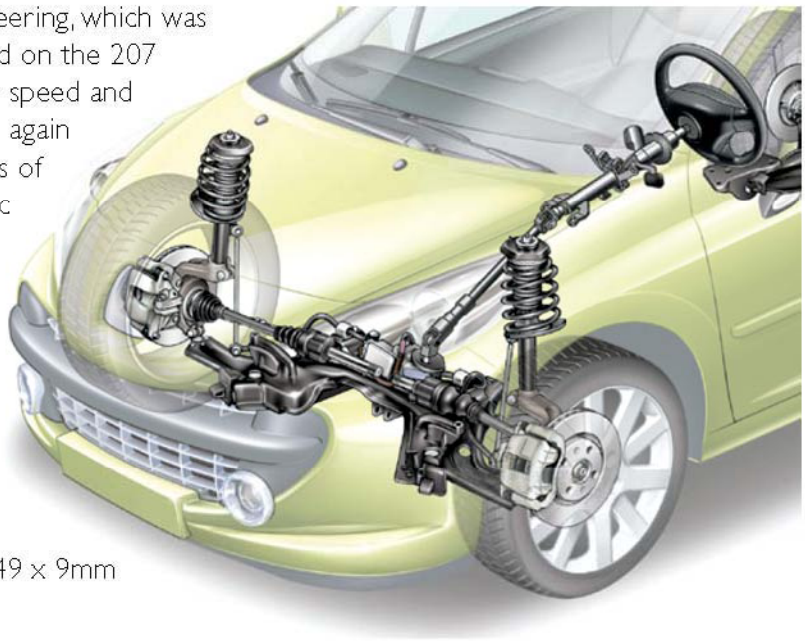
In fitting the "EP6DT" engine, the rear flexible mountings of the front suspension have been made more rigid to maintain the front wheel alignment, when under load.

For the rear suspension, the stiffness of the rear torsion beam has been increased by 12.5% compared with the 1.6 litre HDi version for example.

The hydraulic dampers which are pressurised to 5 bar are structurally identical to the rest of the 207 range but have different damping characteristics. This gives the best possible overall combination of road holding and comfort on the road.

STEERING

The "Brushless" electric power steering, which was praised as soon as it was launched on the 207 for its versatility, operation at low speed and accuracy at higher speeds, is used again on this version. The characteristics of the steering, however, have been c hanged to ensure it is as easy to use as that on the rest of the 207 range.



BRAKES

Front brakes are 283 x 26mm ventilated discs and at the rear 249 x 9mm solid discs.

The latest Teves Mk60 ESP (Electronic Stability Program) is fitted as standard. It includes ABS, electronic brake force distribution (EBFD), emergency brake assist (EBA), traction control (ASR) and stability control (CDS), which detects any incipient understeer or oversteer. The ASR and CDS functions of the ESP can be switched off for starting on slippery surfaces, but automatically re-activates when the vehicle exceeds 50km/h.

TYRES

The 207 GT THP 150 turbo is fitted exclusively with 17-inch alloy wheels, with 205/45 R17 Pirelli P Zero Nero tyres.

THE 207 – A RICH AND DIVERSE RANGE

The 207 range consists of four models levels:

The "**XR**" the entry model to the range in three and five door, featuring a black/grey cloth interior. The XR 3 door model is equipped with a 1.4 litre 55Kw engine, while the five door version features a 1.4 65Kw 16 valve engine, both in manual only.

The "**XT**", the first model with the "dynamic sport" styling to the interior and exterior is available as a five door only, with a 1.6 litre 80Kw HDi diesel engine (manual only) or with a 88kW 1.6 litre petrol unit with the choice of a 5 speed manual or 4 speed tiptronic auto gearbox.

The "**XE**" with its classic styling and standard fitment of the Cielo full length glass roof and the fragrance diffuser is a five door model, with the 1.6 litre petrol engine exclusively coupled with the tiptronic auto gearbox. It features black cloth with leather trim.

The "**GT**" trim level which tops the range and is characterised by an "exclusive sport" styling, grey front grille finish, Cielo full length glass roof and 17" alloy wheels, in 3 doors only. With a black cloth interior with leather trim this dynamic vehicle is powered by the 110Kw turbo charged petrol engine, as a 5 speed manual only.

EXTERIOR COLOURS AND TRIMS

BODY COLOURS

The range of fourteen exterior colours accentuates both the dynamic character and refined elegance of the 207.

SOLID COLOURS:

- Bianca White,
- Indigo Blue,
- Aden Red

METALLIC COLOURS:

- Aluminium,
- Iron Grey,
- Slate Grey,
- Neysha Blue,
- Lacerta Yellow,
- Salamanca Orange,
- Diablo Red,
- Aegean Blue,
- Montebello Blue,
- Obsidian Black
- Ash Grey

PEUGEOT 3 YEARS WARRANTY

All Peugeot 207s benefit from a Peugeot Three Year unlimited km's manufacturers warranty which includes 24 hour Roadside Assistance. A twelve-year anti-perforation warranty and a three-year paint warranty are also provided.

SERVICING

Petrol Models	Intervals
All Models	12 months or 20,000km

Diesel Models	
1.6 HDi	12 months or 20,000km

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To obtain downloadable quality images, pricing and specification information, please visit:
www.autonews.net.au

207 PRICE LIST

		RRP		Options							
Model	Engine	Manual	Automatic	Metallic Paint	Electric Sunroof	Leather	Parking Assistance	Alarm	Full Glass Roof	17" Alloy Wheels	Cruise Control with Speed Limiter
XR 3 Door	1.4 litre, 55kW	$19,990	-	$680	$1,050	$2,750	-	$450	-	$900	$250
XR 5 Door	1.4 litre, 65kW	$21,490	-	$680	$1,050	$2,750	-	$450	-	$900	$250
XT 5 Door	1.6 litre, 88kW	$24,990	$27,190	$680	$1,050	$2,750	$450	$450	$1,350	$900	$250
XT HDi 5 Door	1.6 litre, 80kW	$27,990	-	$680	$1,050	$2,750	$450	$450	$1,350	$900	$250
XE 5 Door	1.6 litre, 88kW	-	$32,490	$680	-	$2,750	STD	$450	STD	$900	$250
GT 3 Door	1.6 litre, 110kW	$31,490	-	$680	-	$2,750	STD	$450	STD	STD	$250